

## THE UNION DEPT.

## The Finest Passenger Railroad Depot in the World.

Full Description of the Building—Vanderbilt Awakes—A Three-Million Monument Completed—The Hackmen's Horror—No More John Doe—Twenty Police to Watch Them—Commissioner Smith at Last Protects the Public.

## OUR RAILROAD ARTERIES.

While New York has justly acquired the reputation of being the commercial center of this hemisphere, a city whose institutions and habits, not excepting ball-box stalling, all other cities with any aspiration to greatness copy—she has long been far in the rear in point of accommodations for the millions who yearly are in the habit of patronizing the great railroad arteries that center here, Chicago, St. Louis, Cincinnati, Indianapolis, Boston, Cleveland and even the little city of Detroit, in point of depot accommodation have long brought.

THE BLUSH TO THE CHEEK OF NEW YORKERS who are in the habit of traveling far from home. It is to be said with regret, but it is nevertheless a truth, that the railway companies in the past have been so intent upon rolling up large dividends that they have disregarded alike the comfort of the traveling public and the fair fame of the city in furnishing depot accommodation.

But all things must have an end, and at last we are likely to see the end of the period of tumble-down, musty depots, reeking with fumes and vermin.

The patient dirt and powder shock which has been a curse to the city, and the grating railroad directors have at last succumbed to the clamor of a disgraced public, and given us

A GREAT UNION DEPOT, that eclipses anything in that line that the world has ever seen.

We speak of the great depot located on a number of lots facing East Forty-second street, which on Monday will be open for the first time to receive the hurrying thousands who follow the charge of the building engine across continents,

THROUGH TUNNELLED HILLS. This immense structure, erected by the Harlem Railroad, designed for the permanent use of the Harlem, New York and New Haven, and the New York Central and Hudson River roads.

The vast edifice covers nearly five acres within its walls, and would hold all the people who attended the Fort Sumter meetings in 1861 if they were packed in it. The size of the roof, the intricate gorgeousness of the richly worked tracery, the brilliant effect of the two acres of glass set in the iron meshes of the roof, and the thousand other details combined, put the structure on a level, for vastness and grandeur, with any Old World cathedral. In this depot, which is five feet longer and many feet wider than the Great Midland depot in London, the most perfect system yet seen in America will be perfected under the charge of depot masters, who will have charge of all the details of passenger transportation and all terminus work.

Even improvement that the human mind could suggest, and that could be procured by the lavish outlay of money has been made available in the new Union Depot.

The building covers the area from Forty-second street to Forty-fifth street and from Fourth avenue to a new street intervening between the depot and Madison avenue. In it there are about one hundred rooms for different purposes, all of which will be handsomely fitted up and heated by steam, with gas and water. Each of the rooms contains from thirty-five to 112 feet of vertical tube-heating radiators. The offices are fitted up with black walnut, oak and ash woodwork and upholstered furniture. The depot contains ladies' and gentlemen's restaurants and dining rooms, in which food of the best quality is served in a style as good as at Delmonico's. The floors of the structure are a mixture of granite and brick, which will be rented out, with first-class barbers' shops and hairdressing saloons, bathrooms, bar and billiard rooms, and ladies' and gentlemen's waiting rooms for the thousands of people who get off trains while waiting for transferring to other roads, or while waiting to leave the city by any of our three roads. There are also large

WAITING AND DRAWING ROOMS, fitted up in the new Union Depot, which will be open for the Forty-second and south of the building. The new Union Depot and Harlem Company have their offices on the west side of the building, fronting on the new street, which is sixty feet wide.

These last offices, which extend 200 feet north from the Forty-second street, will be used for the offices of the building and the Harlem River division of the Central road. Part of this end is used as a baggage department, and the rest is a waiting room. The car house proper, into which all the trains will run and from which they will depart—100 feet long and 100 feet wide—will be a magnificent structure, brilliantly lighted by twenty-two immense sunlights hanging from the ceiling. All of which are lighted by electricity. The roof of the structure is a mixture of granite and brick, which will be rented out, with first-class barbers' shops and hairdressing saloons, bathrooms, bar and billiard rooms, and ladies' and gentlemen's waiting rooms for the thousands of people who get off trains while waiting for transferring to other roads, or while waiting to leave the city by any of our three roads. There are also large

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will be red circular lights. At the same time the danger signal is shown a long bell will be rung at every end of the line, and will continue ringing until the train has passed 1,000 feet from the signal. This system will preclude all danger of trains passing each other in the tunnel. The signal is a key which the watchman at the end of the line is passing through the tunnel. No other train will be allowed to enter until the signal is passed, and the watchman at the first train has passed through.

THE NEW YORK AND HUDSON RIVER RAILROADS, which will be completed by the new depot on Monday next, the New York and New Haven a few days later, and the Central and Hudson River railroad by the end of the month. It was expected that the

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Mr. John R. Harrington vs. John H. Wilson, et al.

By Judge Freeman.

James Watson vs. William C. Rogers et al.

By Judge Freeman.

John Stuart vs. Robert Stannard.—Ordered that this case be filed and annexed to the judgment roll.

COURT OF COMMON PLEAS—TRIAL TERM—PART I.

Suit Against a Gas Company—An Explosion.

Before Judge Van Brunt and a Jury.

David M. Davis vs. The Manhattan Gas Company.—This was an action brought to recover damages by reason of a gas explosion, on the 14th of September, 1868. The plaintiff had a jewelry store at 557 Broadway, and on the morning of the day above named application was made to the gas company to put in a new service pipe, extending from the street into his store, as there was some defect in the light in his establishment.

The plumber put in the new pipe in the course of the same afternoon the plumber called to see that all was right, and told the person in charge of the store to light it; and he had no sooner complied with the request than, quick as lightning, there was an explosion, which destroyed a large portion of the plaintiff's goods and injured several persons, but none fatally. The plaintiff now holds the defendants responsible for the explosion and loss of property, and seeks to recover therefrom.

The defense is that the company had nothing to do with the matter; that the new service pipe was put in by the plaintiff's workmen, and that the explosion took place, and that the service pipe was examined by the company's men, and is good to this day. Case still on.

Henry L. Clinton vs. Anderson, for defendants, Henry L. Clinton.

COURT OF COMMON PLEAS—GENERAL TERM.

Before Judges C. P. Daly, Larremore and J. F. Daly.

Langley vs. The St. Andrew's Episcopal Church.—Judgment reversed, unless the defendant consent to reduce the judgment by the amount of interest received for the period before the commencement of the action, and also by the amount of the extra costs.

Cunningham vs. Kelly.—Appeal dismissed.

Williams vs. Barnard.—Judgment affirmed.

Muller vs. Muller.—Same.

Guggenheimer vs. Zanger.—Same.

Schneiders vs. Johnson.—Order for reargument denied, and stay of proceedings vacated, and discharged without costs.

Callender vs. Stetter.—Judgment affirmed.

Neelson vs. Neelson.—Same.

Droz vs. Broder.—Same.

Levinson vs. Musmann.—Judgment reversed.

Levinson vs. Lange.—Judgment reversed.

Kelly vs. Davidson.—Same.

Schell vs. Merritt.—Same.

COURT OF GENERAL SESSIONS.

A Defaulting Clerk Sent to State Prison.—The Recorder No Respecter of Persons—Male and Female Checkbooks Sent to Sing Sing.

A Schooling Case.

Before Recorder Hackett.

At the opening of the Court yesterday Augustus A. Robinson, who pleaded guilty to two indictments last week, one for grand larceny and another for embezzlement, was brought up for sentence. It appears that from time to time within a year he has defrauded his employer, Henry Welsh, out of \$10,000.

His counsel read a number of affidavits in mitigation of punishment, setting forth that he had held responsible positions in banking houses and was of good character prior to going into the employment of Mr. Welsh.

The Recorder, in passing judgment, said that he had been misled by a large number of gentlemen in the office of Robinson; but he saw no reason why a criminal of education and respectable position in society should be treated more leniently than the poor wretches whom he sent to prison every day. Robinson was sent to the State Prison for five years.

A PICKPOCKET SENT TO SING SING.

John Mortimer was tried and convicted of stealing a gold watch from Thomas J. McManis on the 10th of September, and was sentenced to Sing Sing for three months.

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Word "hundred," which was so badly done that the lines can be seen to traverse through the entire length of the word. The prisoner was taken to the prison at Sing Sing.

Yester-day, in charge of Detective Egan and accompanied by several highly respectable gentlemen from the police force, the prisoner was taken to the prison at Sing Sing.

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